The following gentlemen appeared as represents

On behalf of the New York Central Raffroad, On behalf of the New York Central Railroad,
Erastus Corning, President;
Dear Richmond, Vi e President;
A. C. Peige,
John H. Chedell
Channew Virbard G. nevel Superintendent.
On behalf of the Ends in Rive Railroad,
Nelson Robinson, Director.
On behalf of the Pemple's Life of Steamboats,
Isaac Newton, General Agent.
On behalf of the New York and Eric Railroad,
Homer Ramsdell, Prelivent;
D. C. McCallum, General Superintendent;
Daniel Drew, Tensu er.
On behalf of the Pennsylvania Railroad,
J. Edgar Thomisco, President;

On behalf of the Pennsylvania Railread,
J. Edgar Thomesco., President;
Hernan Haupt Chief Eva neer.
On behalf of the Poisdelphia, Wilmington, and
Baltimore Railroad:
S. L. Spafford, Superintendent.
On behalf of the Baltimore and Ohio Railroad:
Wm. G. Harrison. President.
Joon H. Done, Marter of Transportation.
On motion of Mr. Haupt, the convention was organized by the election of the Hu. Brastas Corning, President of the New York Contral Railroad, as President, and John H. Done, Esq., Master of Transportation of the Baltimore and Onio Railroad, as Secretary.

Trans, ortation of the Baismore and Onio Railroad, as Secretary.

The surjects *x,*ected to be presented to the consideration of the convention, were stated by J. Eogar Thompson. E q
On motion of J. H. Chedell. E q., the subject of mail pay was referred to a commistee of one from each railroad represented.

The chair appointed the following committee:

Mr. McCallum, Mr. Haupt,
Mr. Morgan, Mr. Spafford,
Mr. Chedell, Mr. Done.

The subject of free til kets or reases was then informally taken up for a scussion, and after some times, ent in a conversational interchange of views thereon, its forther consideration was postponed.

The subject of runners, or solicitors of passengers and freight, was then taken up informally, and after some time spent thereon, the following resolutions were offered:

1. Resolved, that in the opinion of this convention the compleyment of syents or runners in the West to solicit passengers and freight is unnecessary, and should be discentioned.

2. Resolved, That the expense of an agent for the dis-

licit passer gers and freight is unnecessary, and should be discentimed.

2. Resolved, That the expense of an agent for the distribution of bilds and advertisements at each point or district in the West at which the establishment of such agency may be considered requisite, shall be paid jointly by the companies interested, the agent to be appointed and his compensation fixed by the superintendents of the superious roads.

the various roads.

3. Resolved, That whenever, in the opinion of the superimendants of the four fine were represented, it shall be expedient to establish common offices for the sale of ticsets, such arrangement may be made and the expenses equally divided. On motion the Convention adjourned.

The Convention re-assembled on Wednesday, the 16th, pursuant to adjournment. The following additional representatives appeared

and took their seats as members of the Conven-

and took their seats as members of the Convention:—

E. D. Morgan, President, and Mr. Sykes, Assistant Superintendent Huds in River Railroad.

J. V. L. P. 1910, Secretary and Treasurer New York Central Railroad.

A series of propositions in relation to the matters presided for the consideration of the Convention was made in writing, and they were severally discussed in an informal manner, when after some time speat in the inter-hange of views thereon, the said written propositions were laif on the table.

The resolutions submitted during the session of yesterday were taken up for consideration, and having been read, they were unanimously adopted.

On motion it was resolved that the said resolutions just adopted, together with the several written propositions heretofore submitted, be referred to a committee of one from each of the interests represented.

The Chair appointed the following gentlemen as

The Chair appointed the rollowing general at the committee:

Mr. McCallum, New York and Eric Railroad.

Mr. Vibbard, New York Central Railroad.

Mr. Sykes, Husson River Railroad.

Mr. Newton, People's Line of Steamboats.

Mr. Haupt, Pennsylvania Railroad.

Mr. Spafford, Palladelphia, Wilmington and Baltimore Railroad.

Mr. Done, Baltimore and Ohio Railroad.

The committee to which was referred the subject of mail pay made the following report:

REPORT.

The committee to whom was referred the consideration of the compensation proper to be allowed to railroad companies for mail services, respectfully re-

That they have given the subject their attention, and while they appreciate the difficulties and embarrassments which attend the attempt to establish rates, they believe that the following principles should govern the lines here represented, in the determination of the allowance to be claimed from the

termination of the allowance to be claimed from the Peat Office Department.

The operations of this department, tending as they do to confer important benefits upon the public, should not only meet with no impediment from transportation companies, but should receive from them every assistance which it is in their power to bestow, not incompatible with the other interests which it is their duty to protect.

But while they recognise the right of the public to claim reasonable accommodation, your committee are of opinion that the Post Office Department should not expect the performance of the mail service without adequate compensation. They do not consider it either expedient or right that radroad companies should sacrifice the laterests of their stockhelders and depreciate the value of the property which they are appointed to protect, by performing any public service at less than cost.

Your committee behere that no arrangement can be regarded as equitable that does not recognise the principle of compensation for the services actually performed, taking into consideration the number and weight of mails, the offices to be supplied, and the manner of supplying them, the character of the accommodation furnished, and the rate of speed.

Experience has proved that the lowest rates at

number and weight of mails, the offices to be supplied, and the mainer of supplying them, the character of the accommodation furnished, and the rate of speed.

Experience has proved that the lowest rates at which ordinary freight, carried in freight trains at a speed of ten or twelve miles per hour, and in large quantities, can be to pay interest and expenses, will average about two cents per ton per falls for heavy agricultural products, three cents for groceries and four cents for dry goods. Express freight carried at high speed with passenger trains, usually pay double there rates. The accommodation furnished to the Post Office Department will average the half of one eight wheeled car for each mail, in each direction. The capacity of the car being ten tons, and the expense of transportation nearly the same whether filled or empty, at four cents per ton per mile, each way, which is less than the oreinary charge for dry goods carried in freight trains, the annual compensation for 365 days will amount to \$292 for two daily mails. Whether the mails occupy but half or the whole of a car it is of very little come-quence to the campanies transporting the same, as the remaining balf would generally be insufficient for baggage; and a necessity would often exist for the transportation of an eight-wheeled car exclusively for mail accommodation, about or four-wheel cars being excluded, by common censent, from all passenger trains on all well-may companies would be justifiable in charging for the transportation of the committee, railway companies would be justifiable in charging for the transportation companies abould be influenced in the decision of this question, a schedule of rates is herewith recommended, but stightly exceeding those charged for ordinary freight, and sufficient only to protect from loss.

With a view to affird such protection, the following and ordinary freight, and sufficient only to protect from loss.

With a view to affird such protection, the following and ordinary freight, and sufficient only to

with a view to affird such protection, the following ariff is submitted for the consideration of the convention:—

For a slogic daily mail each way, requiring a car capacity of six tons, running 365 days, and fitted and furnished to conform to the blans and arrangements of the Post Office Department, per mile. \$250

For two daily mails each way, requiring a capacity of sax tons each, per mile. \$275

For two daily mails each way, requiring a capacity of sax tons each, per mile. \$375

For two daily mails each way, requiring a capacity of sax tons each, per mile. \$375

For two daily mails each way, requiring a capacity of sax tons each, per mile. \$375

For two daily mails each way, requiring a capacity of sax tons each, per mile. \$300

Way offices to be supplied without charge to the department, when the services can be performed by the company's agents; but when extra expenses are incurred in sopp ying way or terminal offices, all such expenses shall be paid by the department. Agents of the Post Office Department in charge of the mails carried in the mail car, and special agents traveling on the ordinary business of the department, at their own risk of personal injury from accident or otherwise, shall be taken without charge.

Without these expressions of opinion, but with

Without these expressions of opinion, but with

mit the subject to the consideration of the con-

H. HAUPT, J. H. Done, C. Vierard, D. G. M. Callum,

D. O. M. CALLUR, }

- Which report was necessite:
On motion, we subject of mail pay was referred to the presidents of the several rail code represents to in this convention.

The committee to all ich were referred the resolutions beret fore adopted, and the propositions in relation to other subjects resolutions.

resolutions:—

4 Resolved; That the fave on first class passengers, and the charges for freight between the city of New York and any point west or southeast of Buffalo. Dunkirk, Pittsburg and Wheeling shall be the same by cash and all of the routes here represented, the rates to be determined anechanged when required by the four companies.

5 Resolved; Ibat the local rates on either of these lines shall not be less at any time than the through rate catablished under the previous resolution.

7. Icsolved that all passets gers over the level years of age shall be charged full faire; between five and treely years, half price.

8 Resolved, That the rates of transportation which may be fixe by the comman can be represented, shall be exclusive of commission issuance or allowance, which if made abuilt run a character and additional charge by each lice, and no drawback shall be shlowed.

10 Resolved That the classification of though freight shall be the same on all the lines the fixed by the superintendents of the several roads interested, at a meeting to be held for that purpose, and to go into effect at the earliest period practicable.

18. Resolved, that seek company shall simultaneously with their issue, forward to each of the others copies of all handbills are other publications of studiar tharacter containing official amouncements in reference to ransportation business and such publications shall always be issue with a responsible signature.

14 Resolved, That a person shall be employed, at the joint expense of the commanies interested, for the distribution of bills and other notices at which such arrangements may be one dieter directs at which such arrangements may be one dieter directs at which such arrangements may be one dieter directs at which such arrangement which these agents shall operate.

16 Lessived, That to free pass will here feer be is seed or renewed to any shipper or forwarder of freight, as such.

seed or renewed to any shipper or forwarder of freight, as such

16. I exclved, That from and after he first of Novem her next no return pass will be issued to any owner or driver of stock, nor will any such owner or driver be passed free on any other train than that which conveys his stock.

17. Feschved, That a general office for the sale of through tickets shall be established in the city of New York, each road to have the right to ap ount one agent, who shall be furnised with a desk in the general office, for the sale of tickets, and who shall attend to the interests of the Company by shich he a employed; tho expenses of the filler and all publications connected the ewith, to be paid jointly by the parties interested.

19. Feschved, That neither line shall recognize any first class passenger tickets sold in the city of New York, except those which are sold at the general office or at the local offices of the lines terminating in the city of New York, and to the passengers themselves.

20. Resolved, That no letter of introduction or certificate shall be given to any employe or other person, recommending him to the coursesy of a free pass over any railroad.

24. Resolved That a committee of one from each road be appropried to carry out the details of arrangement in

railroad.

24. Resolved. That a committee of one from each road be appointed to carry out the details of arrangement in accordance with the principles embodied in these re-solutions.

solutions
22. Resolved, That there shall be only two classes of passengers conveyed on either line, viz.: that of first class and emigrant
On motion, the convention then adjourned.

On motion, the convention then adjourned.

The convention re-seembled on Thursday, the 17th, according to adjournment.

The resolutions reported by the committee were taken up for discussion, and being severally read and discussed, were unanimusly adopted.

On motion, the committee of one from each interest represented, and by which the said resolutions were reported, was instructed to prepare and report to the convention a plan for the practical application of the principles contained in the several resolutions which have been adopted by the convention.

The convention re-assembled on Friday last, August 18, according to a journment.
On motion, the first resolution heretofore adopted was reconsidered, and the following having been proposed as a substitute therefor, the substitute was unanimously adopted in lieu of the said first resolution.

Resolved. That the employment of runners, drummers and soliciting agents, is unnecessary, and that the practice be discipitined on or before the 1st of December.

Or motion, the 17th and 19th resolutions were unanimously reconsidered, and the following having been proposed as a substitute therefor, the substi-tute was unanimously adopted in lieu of the said resolutions:—

Resolved, That on or before the 1st day of N wember

Resolved, That on or before the 1st day of November Resolved, That on or before the 1st day of November next, the companies here represented will absolve in their offices on Breadway, and confine the sale of close's to the terminal offices of the several lines, if satisfactory arrangements can be made

On motion, the following resolution was unanimously adopted:—

Resolved, That it is the sense of this convention that all free passes should be abolished, and that the presidents of the companies here represented be requested to correspond with other refitored companies, with a view to effect this object at the earliest period; and that hereafter no annual passes shall be given by the companies here represented.

On motion, the following resolution was unanimously adopted:—

Resolved, That all matters not specifically provided for by the action of the convention, are hereby referred to the superintendents of the four lines, with power to act in the premises.

On motion, the convention, at eleven o'clock P. M., adjourned sine die.

AFFAIRS IN WASHINGTON.

Our Washington Correspondence. WASHINGTON, D. C., August 18, 1854. Removal of a Know Nothing from the Post-Office Department-Indignation of the Party-New Clauses in the Army Bill-The Hon. Charles James Faulkner-Movements of Politicians, &c.

There is just now much indignation and ex-

citement among the Know Nothings of this city, owing to the ejection of one of their number from a \$1,400 clerkship in the City Postoffice, simply because he avowed his attachment to that order. There can be little doubt that this removal was made at the instance of, or with a design to please Judge James Campbell, the Postmaster-General, who is a Catholic, and if so, it is an infamous outrage upon American citizenship and liberty of speech, which is not at all palliated by the objectionable course of the Know Nothings themselves. Col. Berrett, the City Postoaster. " takes the responsibility," and a heavy one he will find it, I imagine, before the act itself is forgotten. Mr. J. W. Davis, the party removed, has since been appointed to another office under the municipal

government.

Congress, at its recent session, inserted a clause in the Army Bill, increasing the pay of non-commissioned officers and privates; another non-commissioned officers and privates; another providing for promotion from the ranks, and still another clause substituting civil for military superintendents, in the U.S. armories. In some parts of the country the two last-named measures have been halled as quite a triumph over what is termed the overbearing and aristocratic demeanor of the West Point graduates tocratic demeanor of the West Point graduates Congratulatory meetings were gotten up, resolutions passed complimenting the authors of these provisos in Congress, and cannon fired under the very windows of the Military Superintendent at Springfield, designed, no doubt, to add insult, if possible, to the injury just then inflicted by this buncombe legislation of Congress. For all this miserable huckstering for votes and popular applanse, Mr. Charles James Faulkner of Virginta, deserves the most notoriety, and he shall have it if my feeble pen can give it to him. My expectation that the plece of legislation would turn out in the end to be the most rascally that was ever devised, has led me to keep silence until some higher authority should expose the motives of those who urged so vehemently and incessantly the change in the superintendencies. The following change in the superintendencies. The following letter explains itself:—

WAR DEPARTMENT, {

WAR DEPARTMENT,

WASHINGTON, Aug. 3, 1854.

Six:—I have the honor to submit the inclosed papers in reply to the resolution of the House of Representatives of the 31st ultimo, requiring information in relation to the application, by either of the Commissioners who visited Springfield armory under the act of March 3, 1853, for the office of superintendent of either of the national armories, or any recommendation by either of said Commissioners for the appointment of any other person to that office; also, in relation to any spelication by or in behalf of any of the witnesses from Harper's Fer y or Springfield, who testified befre the select committee of the House to whom was referred the question of the ex, eds ney of emplying military offices in either of said witnesses for any such office as in either of said witnesses for any such office as in relation transpapid arion by either of the members of said select committer, in their own behalf or in

poly ment to any office come ted with the prosecuD. n of any of the various public works with here
the surjet of inquiry by said committee.

Fr m these papers it appears a matter the four c vil
Con missioners who visited Springfield, one is a saiddiddle for the superintending of that a mer, being
recommended by the other three for that post, and
that one of the latter has been recommended for
the superintendency of that provide for yarmor; of
the office witters as it m Har, or a Ferry and Springfield, who test field before the select committee that
these were cardidates for the select committee that
the ewere cardidates for the select committee that
the ewere cardidates for the select committee that
the ewere cardidates for the select committee
ent, and two for offices to said armo ies; of the select
committee, that the chairman was an a plicant for
the office of Commissioner of Public Buildians, when
it in luded the surpervision of the Capitol extension
—a work referred to in the resolution—and that one
of the members has recommended persons for office
in the Harper's Ferry armory. Very respectfully,
yours, JEFF. Davis, Se retary of War
Hon Lans Boyd, Speake Home of Representatives.

The Hoo. Chs. Jas. Faulkuer was at the head of the Military Committee in the House, which devised and matured these army changes, and it will doubtless establish him in his own district as the Jupiter Tonans of military reformers, for which there are many aspirants always in and about the halis of Congress. He is notoriously intuited to the officers of the army, and for this reason, if none other, was unfit for the position he held. Facts are stubborn things, and it is susceptible of the clearest proof that these superintendencies when filled by civilians were invested with more expense to the government, and of far less utility, than when under a my officers. The very feature most objected to under the old regime—that of military subordination—was what saved the country thousands of dollars annually in the monufacture of arms, to eas nothing of the sup-ricrity which the education and skill of the West Point grae the infused into the me chanical departments. And yet it is sail that mechanics cannot bear the military insolence and despotic rule. Now, I happen to know son ething personally of these military superintendents, and I pronounce many of them unsurpassed in the attributes of the scholar and gratteman; and I am further able 'to say that the best workern under them are most conosed The Hon. Chs. Jas. Faulkper was at the head surpose of in the attributes of the scholar and gratieman; and I am forther able to say that the best workness under them are most opposed to the charge contemplated or established by Faulkner's bill—I profess to be the frieud of the michanic and working man, but I am no man's trie d at the expense of justice and truth. In concluding this matter, pro tem., I hazard the assertion that Congress will are long see the necessity of restoring the military superiorendents.

Superiorendents.
Attorney General Cushing and Sydney Web-Attorney General Cushing and Sydney Webster, Esq., the President's private secretary, are at the Virginia Springs Mr. Secretary Dobin is "at home" in North Carolina. He is doubtless "keeping an eye to windward" for the United States Senate. He and Governor Reid—the latter one of the most popular of men—are to take the places of Badger and Mangom. Clingman, of the House, has some aspirations for the Senate, too; but he won't get then—he bas only been a democrat for one or two years, and is not fledged fully enough in democracy to fly very high. His feathers are too few to make a fuss, notwithstanding his memorable attempt to pluck old "fuss and memorable stiempt to pluck old "fuss and feathers" in the late Presidential contest.

[Correspondence of the Baltimore Sun.]

WASHINGTON, August 16, 1854.

New Aspect of the Negro and American Citizenship Question—A Fugitive Slave in a Foreign County—His Lemands on the United States for Protection—No Passports to be Given as Citizens—Copt. Hollins Arrived in Washington—His English Friend, Capt. John, 6:c.

The status of the negro in the United States is to be presented in a new aspect. A fugitive slave, who had gone to a foreign country upon sustaining in that country what he conceived to be a wrong from its government, applied to the United States Yinister to that government for protection as a citizen of the United States. The de ision of our minister was adverse to his right to claim the intervention sought.

minister was adverage to his right to claim the intervention sought.

The information received is not very explicit, and a different version denies the imputed wrong and the refusal of prote tion, stating that the minister merely declined to give an American passport to the negro, or to vise or saaction a consular passport given to him before.

This, no doubt, will, by Northern abolitionists, be turned into a grave question; but the opinion here decidedly inclines in favor of the act of our minister. Mr. Webver, while Secretary of State, I believe, refused passpor to to negroes as citizens of the United States, though they were born in this country, and the natu alization laws are not held to apily to them.

The question, it is understood, will be presented to the asministration in the form of a complaint against our minister. It is presumed the Executive will maintain the doctrine that the federal Union is a confederacy of whites, and not a "mixed republic."

The Greytown or San Juan de Nicaragus affair is

public."

The Greytown or San Juan de Nicaragua affair is bringing the Central American question to a point. Negetiations have been carried on for some time between Mr. Buchanan and the British government, in London, and the result will probably be a new treats in which England will probably be a new

between Mr. Buchanan and the British government, in London, and the result will probably be a new treaty, in which England will entirely back out from her about a stealing propensities in regard to the Mosquito coast.

The upshot of the whole will be the speedy estitement of the disputed territory, and the substantial rebuilding of Greytown b. American citizens, who will not only protect remselves, but put down all other protectorates in that quarter.

Capusin Holius has arrived here in Washington, and looks no worse for wear. Captain Jolly, of H. B. M. ship Bermids, is a jelly, though not a rash, youth of about eighty. His commission as mid-hipman, I understand, dates back to the time of old Admiral Bambo, and he has held a lieutenant's commission for the last half century. He tuns looks upon flogging as a time-houored practice, as applicable to the citizens of Greytown as to British tars. We are benighted, same say, to have abolished the custom in our navy; he may be knighted for enforcing it.

Washington, August 16, 1854.

Interesting Agricultural Report—Stanistics of Horses, Bread Crops, Cotton and Tobacco—The Hops and Apple Crop.

The agricultural bureau of the Patent office, of which Dr. Jay Browne, Esq., is the chief, received this morning from the hands of the binder a few copies of the "Letter of the Commissioner of Patents, communicating the agricultural potton of the report of that office for the year 1853" Published in a condensed and convenient form, here is brought to view the results of varieus experiments by many of our most scientific and our atleat tile so if the soil from every part of our wide spread country.

by many of our most scientific and are the title so of the soil from every part of our wide spread country.

These papers treat of domestic animals, fer illers improvement of land, bread crops, textile and forage crops, miscellaneous crops, fruits, wire, &c., and climatology. They embrace numerous important tables, exhibiting the quantities, valuations, &c., beside which the work is embellished with several brantful and truthful plates of the straw berry, corn, &c., and other products. Fine will only permit me to say now that this work, which has involved an immense amount of care and labor for several months, is thus rodoced in a manner which must command 1 of only the approval but the admiration of slarge propertion of our countrymen.

This work says that, according to the census returns of 1840, there were in the United States 4,336,719 horses and 559,331 asses and mules, (in the aggregate 4 896 050.) The present number, in cluding toose of cities, may be safely estimated at 5,000,000,000. Then on the subject of bread crops, the census of 1840 gives the wheat crop of the United States at 84,823,272 bushels; in 1850, at 100 485,944; showing an increase of 15,682,672 bushels. The entire crop of 1853 may te askely estimated at 110,000,000 bushels, and valued at \$100 600,000.

bushels. The entire crop of 1853 may be safely estimated at 110,000,000 bushels, and valued at \$100 000,000.

Next the cotton. The census returns of 1840 state the am unt of this sticke cultivated in the Union was 790,479,295 pounds; of 1850,987,637,200 pounds—an 11 crease of 197,157,925 pounds. The amount of the cotton rop of 1853 is estimated at 1,000,000,000 pounds, which, at 7 cents, would be worth \$10,000,000.

The article on hope says that the price of hope during forty-eight years has inever gone below 5 cents per pound—the actual cost of growins. Of what other agricultural product can the same be said that is grown in New England? Then, this very year and at the time of writing this report, hope readily bring 45 cents per pound, giving the enormmus profit of \$450, era ac e.

On the apple, the writer is not only interesting, but furnishes many amount gremioiscences. Among others, he says, "A coeffest the entire is most england about a century ago by Charles Lord Baltimure to hisson. Benedict Caly rt. is now standing in full vigor at Mount Ai cy, Prince George's county, Md." In 1820—21, the number of barrels exported was 68,683, valued at \$39,966. In 1852—53, 45,075—value, \$167,283, and in vinesar, \$20,443. Every description of truit is noticed in order, and with eminent ability.

Tobacco is also fully noticed. The census of 1940 gives the amount raised at 219,163,319 ounds. Of 1850, 199,762,655—showing a dec case of 19,440, 664 pounds. The copp of 1853 may be set down at 100,000.000,000.

THE PARATOGA CONVENTION. The puritie and important confusion of the Sara-tign Convention excites little success; but the con-dict of those who domineed over and governed it elicits everywhere feelings of alternate indignation

chet of those who domineered over and governed it elicits everywhere feelings of alternate indignation and centempt.

The publicians who called it were leading whige, who feeling their power is their own party decay, son his to get up a new organization in order to prolong their influence. But when they called this convection, and the people becam to respond, thay saw it at they would be as impotent to control the conduct of the new party as of the old, and that the propose change was but a shoice of inferior position and of secondary is finence. The means they took to domineer over and prevent the free expression of the convention they had thus called, were distributed in the extreme.

The convention room as packed with rowdles and tools of the central cique; and the obtrusive farse of the underlyings of the lobby could be seen lessing the outcry against any member who dared to express an opinion of his oss, giving the signal to sile one him with bisses and tumble.

Gen. Bullard, a late leader of the hards, was thus outlage of David a Lewitt (a prominent abilitionist) was sile need in the same way; and Judge Slow, of Madison (radical democrat,) was refused a hearing on the floor. The men whose clausor was truspernitted to silence the delegates were not delegates themselves, but a mere mob drummed up for the occasion, and there by the leaders.

The temporary chairman, Juo. A. King, appears to have second of these attempts to disorganize the convention, and to have pre initiated its action, before the rightful desegates could be ascertained.

Mearr Greeley and Raymond, of New York, divided the disgraceful humor of leadership, or, relber, we exput for wa d by the more influential minds of the convention, to bear the odium of its final abortion. The former of these (aiready pledged to appear to precity willing to pledge or unpledge himself to half a dozen other issue.

The resolutions do not commit the convention or The resolutions do not commit the convention or those it represents to the repeal of the Nebraska bill, or the restoration of the Mis-our line. They do not, tis charged, even direct the movement to the repeal of the funtive slave law (of Congress.) They do not receem the pleage made by the Seward leaders to sustain at the built boxes, without regard to party, the members of Congress who had voted against the Nebraska bill. They do not speak in protest against that conspir a yell proscriptive big ts, which threatens the vital principle of or republican government; and which, conscious of its guilt shrouds its operations in sec edy.

Much as we distrusted and deprecated this Saratogs Convention, called in the name of freedom, to make a mock of it, we did not dresm that the cari ature would be so gross. It is due to the literal sprift of the age, and the republican citizens of the State, to brand it with its true characteristics, and to disavow and repudiate it.

[From the Atlas of Aug. 18.]
Mesers. Weed, Seward & Co. got up the idea of a
Saratosa Convention, not from any particular sympathy with its ostemable objects, but because they
felt that they had lost the control of the whig

The proposition was not well responded to by the whig press or whig party.

There was dauger that antagonist influences would get control of the new movement.

By packing the convention room the whig leaders postponed action and adjourced over to the 26th of September, at Auburn. The State temperance convention is to be held at the same place on the 27th.

27th.

1f Weed, Seward & Co. succeed in controlling the whig convention, the two conventions of the 26th and 27th will be made to endorse its ticket. If they co not, the same machinery will be used to defeat its car cleates.

This is the object and result of the Saratoga convention. Nebraska has little or nothing to do with it in the the secret heart of the managers.

tin the the secret heart of the managers.

[From the Albany Evening Journal [Seward whig] August 18.]

THE SARATOGA CONVENTION—AN OMITTED RESOLUTION.

The hasty sketches which have been published of the proceedings of this convention, do not give a very clear idea of its admirable apirit and determined purpose. It was composed of men cherishing diametrically opposite views upon all the questions which have hetherto divided the political parties of the State. Collision between such material seemed inevitable. But the result demonstrated the mollifying and harmonizing influence of a great principle whee, in its importance and magnitude, oversences every minor point of controversy. The distrust with which ancient combatants viewed as hother as they came upon the field, gradually gave way as each saw how earnestly the other was striving to strain the end which all desired. The acceptact was one of absorbing interest, and exited a motions which will not soon be forgotten, in the nunds of all whose hea ts were in the holy work which blended the incongruous elements of which the convention was constituted.

It soon be an eapparent that there could be but a single question to disturb the perfect harmony of the convention. Many of the delegates deemed the nomination of a ticket indispensable to the ultimate success of the movement; while a large majority could see neither the wisdom nor expediency of such action. This question threatened to disturb the otherwise barmonions action of the convention, as follows:—

Committee on Resolutions recommended a future convention, as follows:—
Resolved, That when this convention adjourns, it adjourn to assemble again at Auburn, at ten o'clock of full aday, kept. 26 charged with the daty of presenting cancicates for State officers to be supported at the ensuing election, which shall represent and uphold the principles embed ied in these resolutions; (and that if there shall then be candidates already in nomination fully, openly and satisfactorily committed to these principles, then it is our judgment that such candidates should be adopted by said convention at Auburn; but if not, then independs at candidates as should be nominated.]

The lause embraced in brackets was objected to, because it locked too distin thy to the adoption of the candidates of some one of the existing parties. But this objection was removed by the timely and judicious perposition of Mr. Raymond to strike out the clause objected to, leaving the resolution a simple recommendation of an adjournment of the curver tion to the 26th of September, to "present central dates," &c. This proposition was very condially receives; and from the moment of its adoption, all serious attempts to seen e a different result were abandened. The convention became a unit in principle and purpose; and at the moment of adjournment there were not probably a half score of delegates who did not cordially concur in its action.

After this delicate question was thus satisfactori-

action.

After this delicate question was thus satisfactorily one osed of, the following imp rtant resolution (not heretotore published.) was unanimously adopt-

d:—
ferotred, That to said convention each Assembly district not represented in this body be invited to send delegates and in the divisions of said convention a majority of the delegates present from any Assembly district be authorized to cat the vote of said district.

This ensures justice and equality to each Assembly district at the adjourned convention, whose deliberations will, we doubt not, be marked by the same siedom and sagacity which distinguished that at Saratogs.

stedom and sagacity which distinguished that at Saratoga.

It is further indicative of the entire satisfaction felt at the result of the action of the convention, that at the mass meeting on Thursday, which was attended by more than two thousand persons, the following resolution was unanimously adopted:

Resolved, That we concur in and cardially approve of the action of the state Convention yearday, and we hereby unanimously adopted the same.

This resolution received the hearty approval of those who were originally conspicuous in their advicacy of an immediate nomination. It is at length, we think, quite evident that there is a North, and a octarm ed purpose among all who are weary of the agglessions of the slave power, to unite in support of the principle of human freedom.

content of the principle of human freedom.

(From the Albany Argus (hard shell democrat), August 19]

THE SARATOGA FAMDANGO.

No public performance of the day appears to have attracted more profound interest in advance than this—none certainly ever excited so universal an outburst of broad laughter, now tout it has come off if the object of the enginee s was to set the whole Union in a roar, they could not have improved upon the factical charactering the entire play.

But in the midst of the general helarity there are there who feel, and who do not hesitate to express, deep disappointment at the asent. We allode to the forlors these for whom the Attas here alternately blusters and smaffles.

That core or upbraids the whigs, to whom it attributes he failure to "fose" at Saratoga, with a breach o' promise to the free sollers. It complains that the latter were cheated cutright. The resolutions particularly, it insists, are not what the free silers taid a right to express It sees nothing in the indicating an inclination, much less a determination, on the part of the whigs to unite with the free silers taid a right to express It sees no inducement bed out in the way of spoils, to "fuse" with the wigs in the pursuit of the be-all and end-all of free soulers.

We suppose to the Attas, by way of consolation.

wigs in the insult of the be-all and end all of the solution.

We suppose to the Allos, by way of consolation, that the time for such a "fusion" as it hankers after, was not yet gone by, and that upon the reservoiding of the Saratoga delegates at Aubarn on the 26to prixing, is will probably find that the wilding of the irrescile x and sholltionists with the wilding rank has been true deferred to "a more

FATAL APPRAY.—We regret to learn that an aftray occurred on Wednesday night, just over the river, between two persons, whose names were John North and Geo. Cox, which resulted in the death of the latter. We have not learned the particulars, except that in a fight between them Cox received a rish, of which he oled in a few minutes. North, we believe has been apprehended.—Lynchburg Virginian, Aug. 18.

MARITIME INTELLIGENCE.

re	22/20/20/20/20/20/20			
n		an Steamers.		
à	HANDS.	Liverpool	FOR	DATE.
74	Europa	Liverpool	New York	Aug 15
al	Washington	Southampto	m Nam Vork	Ang li
		Liverpool		
18		New York		
0-	Banes	New York	Bromen	Ang 2
w.		Liverpool		
		New York .		
000 200	Cabe wha	New York.	Her by	A 20
118	Checa	New York	Charmen .	JAnk a
•	Circle	Tork	Grandom	Aug 2
or	Овюв	New York	HAVEO	Ang 2
	Philadelphia	New York	Havana & N	i. O Aug 2
	North Star	New York.	Aspinwall	Sept
78				~~~~
10	AT	WANAG BOD HER Y	ADT	

Port of New York, August 19, 1854.

Pert of New York, August 19, 1804.

ARRIVED.

Ship Golden City. Canfield, Sharghas, 106 days, passed Ar Jier June 8, with teas and silks, to Chambers & ticiner. June 8, saw its masts of a ship sunk on the Dolphin Rock in the Java res; learned at Anjier it was the Zinqual, of Boston, from Batavia for singapore (before reports), the capts in and part of the crew left the day previous in the ship Ringleader, for Boston. Left Anjier in company with bank Deniel Webster, from Singapors for Boston. July 7, lat 34 48 8, lon 14 51 E, waw a large ellipser ship, which was supposed to be the Ringleader; Aug 12, lat 26, lon 61 36, passed a ship steering 8, showing a white signal with letter D in centre Ship rab (of Sath), Ballard, Newport, July 3, with railroad iron, to order. July 15, lat 30, but 36 15, signalized a bark steering E, showing a white signal with red burgee. Aug 1, lat 41 44, lon 65 in ablow from SW, split sails, &c; hed light winds during the passage.

Ship Star Republic, Sharer, Galveston, 28 days, with mice to wakeman Dimon & Co. Aug 29, at 2 PM, was run into by sohr Charger, of New York, hence for which carried away our bowsprit, jibboom, cutwater, and did other camage to the rigging; the schr sustain ee but triffling damage.

Bark Eliza Barss (Br), Watilogton, Ronaire, 15 days, with sait, to Tucker & Lightbourne
Bark Ribus Bars (Br), Davis, St Thomas, 12 days, with sugar, to Aymar & Son.

Bark R H Douglass, Johnson, Boston, 4 days, in ballast, to Sturges, Clearman & Co.

Brig Eden (Br), Parker, Turks Islands, 13 days, with sait, to Middleton & Co. Aug 9, lat 20 50 lon 72 no. spoke ship Ticor deroga, from Mobile for Liverpool; 4th, lat 28, lon 85, spoke ship George Washington, from New Orleans for Liverpool

Brig Pomona (Br), Johnson, Seand Turk, Ti; 13 days, with sait, to Middleton & Co. Aug 9, lat 20 50 lon 72 no. spoke ship Ticor deroga, from Mobile for Liverpool; 4th, lat 28, lon 86, spoke ship George Washington, From New Orleans for Liverpool

Brig Pomona (Er), Parker, Turks Islands, 13 days, with pl

Ship Bombay, 40 days from Newport, W, with railroa ron.
Ship Jenny Lind (of Boston), Gill, from Newport, July
s, with railroad iron, to order.
Also, one brig, unknown.
Wind during the day from South.

Riemogramen.

Launchen—A fine ship intended for the house of Mesers David Stuart & Son, was launched from the yard of Mesers Foster & Boos, at Canton, Indianore, 18th instant. She is of 700 tons burthen, of medium model and round stern. She is 146 feet long between perpendiculars, 158 feet long on deck. 33 feet beam, and 19 feet depth of hold. She is leing constructed of the best material, and is intended as a general freighter.

Telegraphic Harine Report.

BOSTON, Aug 20—Arr steamer Caledonia, Morley, Baltimore; ship Waverley, Curtia, New Bedford; bark darah Bridge, Sturdevant, New Orleans; brigs Mexico (Br), Cadiz; John R Dow, Smith, Bonsire; Lyra, Carman; Floancier, Haskell; Elizabeth, Taylor; dvillan, Webber, and Charles Heath, Stimson, Palladelphia; Richard, Bentley, Port Ewen; schrs Rival, Valencia, Lisbon.

PHILADELPHIA, Aug 19 a 20—Arr ship Amaranth, Rabson, Callao 10 5 days; barks Edward, Krause, Londonderry; Warren Fisher, Jordan, Providence; brigs Albairosa, Patterson, Boston; Jere Fowler, Winslow, Lubec; Mansanillo, Bailey, Portianci, Alexander Milliken, Potter, New Bedford; schra Roxbury, Nickerson; Charter Oak, Chase; Lu'her Childs, Sears; Geo W Jones, Crowell; Jane C Patterson, Dole; D L Sturgia, Morris, and Edna C, Kelly, Boston; Delaware Harding, and Allen H Brown, Enddoott, Providence; Z A Paine, Saddler, Eastport; Orlando Geddes, Boston; Mary Capin, Norton, New York; W W Fulton, Burch, Turka Islands; Thos Potter, Clark, Mystic, Ct.

W W Fulton, Burch, Turks Islands; Thos Potter, Clark, Mystic, Ct.
Cld 19th. ship Cerro Gordo, Merryman, New Orleans; barks Emily, Lofland, Norfolk, Va; J Welsh, McFarland, Cumberland Harbor, Cubs; Echo, Ryder, and Elk, Harding, Boston; brigs Fashion (Rr). Fader, Antigua; Wm Clark, Alcorn, St Thomas; Eleanor, Almeida, Port of Spain, Trin: Muzzanillo, Bailer, NBedford schra Rambler (Br), Wilson, Halliax; Orlando, Geddes; Mary Capen, Norton; Lonsdale, Crowell, and Cameo Townslow, Borton; J S Curtis, Risley, hartford; L M Tyler, Bacon, do; Jehn Rogers, Shropshire, Roxbury; Ashland, Hucy, Salm; A B Brown, Endicott, and Sarah & Elizabeth, Semers, Providence; steamers City of New York, Somers, Providence; steamers City of New York Marthews, Boston Kennebec, Copes, and Black Diamond Stevenson, NYork.

Whalemen.
Sld from Warren Aug 18, bark Dromo, Taber, Indian

Dosairs—In port Ang 4 brigs Martha Hall, wig; Onward, for Boston 2 days,

Carpenas—Sid Aug 11 bark Lunette, Mountfort, Boston.

HAVANA—Arr Aug 12 brigs Somers, Watson, Charleston; schrs Charleston, Stellor, and Isabella, Gage, do Sid 11th. brig Webster, Eeath, Portland; 12th, brig Adela, Byers, Charleston.

MATANZAS—Arr Aug 11 schr St Lawrence, Hedland,

MATANZAS—Arr Aug 11 Schr St Lawrence, Hedland, Charleston.

PERNAMUUD—In port July 14 schr Bay City, Wardle, hence for San Francisco, repg. Arr 2d, brig Wm Price, Quig, Philadelphia. Cid 6th, schr Danville, Dedge, Rio Janeiro.

Janeiro
Rio Janeiro—Arr June 27 ships Inc, NYork; 20th, Re-becca, Wolfe, New Orleans; July 4, Lynchburg, Nelson, Richmond

beccs, Wolfe, New Orleans; July 4, Lynches, Richmond
For THOMAF—In port Aug 7 brig Tonnamaquon, disg.
THINDAD—Arr Aug 5 brig Alvaro, Gould, Aspinwall (and sld 7th for New York).

ARCHANGE:—Sid July 17 B L Harriman, Arey, Dundee.
Androssan—arr Aug 6 Cecilis, Cann, Belfast.
Sid 5th, Clare, Pinckney, Providence; Atalanta, Doty, Putch.

Sosten.

ASWERN—Arr Aug 7 Tropic, Smith, NYork.

BRIXERS—Off Aug 1 Doctor Knelp, Lorentz, from RotBRETOI—Arr Aug 4 Ocean Queen, Howes, Quebec.

Charles of Augustuk, Pratt, New York (and sld for Pill Reh). 6th)
BRITAST—Arr Aug 2 Chieftain, Scott, Quebec; 3d. Harvey, Townsend, do.
BRITAST—(Port Fairy, Australia)—Arr April 2 Brownsville City, Smith. New York.
BRITAST—Sid July 29 Geo Howard, Anderson, St Ubes and Uniates; Aug 3, Arthur, Spear, New York.
BRITAST—Arr Aug 3 J W Andrews, French, Trinidad Sid 2d. Suws, Haye, New York; 4th, Elefieth, Kolin, Baltimore

dad. Nd. 2d. Suws, Hays, New York; Sin, Emmen, Kolin, Beltimore
Cowsh—Arr Aug 1 Costarelli, Dickey, Havana (and sl4
4th for Amsterdam).
Sld 5th, Caroline C Dow, Blanchard, London (see Beal).
CARDIFF—Arr Aug 2 Bothnia, Studiey, London, to load
for Point de Salle, Ceylon. Sld 4th, Meldon, Johnson,
NYork; Erie, do
CHEROTRO—Arr Aug 2 Louis, Fatome, Mobile.
DEAL—Arr Aug 4 Keying, Pierce, London for Nawport,
to load for a port in Virginia; 5th, Fleetwood, Dale, do
for Boston (and sld 6th): Arthur Leary, Costello do for
Brest (and proceeded); 8th. Caroline C Dow, Blanchard,
Havaia.

to lead for a port in Virginia; 5th, Fleetwood, Dale, do for Boston (and sid 6th); Arthur Leary, Costello do for Brest (and proceeded); 8th. Carolino C Dow, Blanchard, Havers.

I CHIN-Sid Aug 7 N H Wolfe, Smith, NYork, Eismore-Cid July 31 N Thompson, Pollock, Geffe, for New York; D Kimbull, Ames, Konigaberg for Boston; Contao, Lafrertz, Stockholm for do; Cuba, Isvans, Stettin for North See.

FAIMOUTH-Art Aug 2 Walter R Jones, Honeywell, Havans, 5th, Aquila, Nowell, do; 6th, Heary Wasburton, Clark, Smyrna.

Pasced 5th, Union for New York.
GRAYSERD-Art Aug 6 Caroline Beed, Tabbetta, Calcutte; 7th, Cotton Planter, Ripley, Shedhec.
GENOZ-Art Aug 1 Nusan, Howas, Havans. Sid July 31 Legason, Searle, Baltimore.
GLESOM-Air Aug 1 Sisal, Jackson, Alexandria; Faine, Treiry, St John, NB 5th, 12th P., Stuart, St Stephen, Sid 1st. Plantagenet, McLellar, Boston; 2d, The mis, Katanagh, do: 4th, Linden, Uark, New York (and from Greeneck Sch); 7th, May Morrie, McLeary, New York, Churreck. 1d Aug 4 Hendeford, Carunicka 1, Orece, Contacks—1d Aug 4 Hendeford, Carunicka 1, Orece, Carunical 2, Or

GIREATTAR—Cid July 29, Sacue, Rarstees, Boston.

Hayre—Arr ang S Carak, Nortie, New Orleans, Helema, Priscoll, Gleuce-ter; 4th. park of the Ocean, Stahl, Lordon; Indian, Dillingaam, New Orleans; 5th. Flora McDouald, Skinner, Babimore Sid 4th, Sarah Jane, Fave, New York; Zurich, Rich, de; 5th, Wen B Fravis, Smith, do.

Hamburg—Arr July 29 Ann Johnson Lathron, Hayran and Natarras; Aug I Carbarina, *chewarting, NYork; 34, Luowig & Auguste Plate, do: 4th, Doutschland, Poppe, do. rid 2d Ehrin, Haack, Tarquin, Dougaty, and Isaac Allerton, Conway, NYork

Arr at Cuxbaven 2d North Carolina Foster, Hayrana, Allerton, Conway, NYork

Arr at Cuxbaven 2d North Carolina Foster, Hayrana, 13d July 30, Eernard, Pelano, Bremerhasen; Aug 5, Copernicus, Meyer, and Rhein, Haack, New York; Emily, Schmidt, San Francisco.

HUIL—18 Aug 2 Macedonia, Goodwin, Shielda, Hayrori—In port Aug 5 Edward Everett, Gunby, for NY York, ready

Ringstows—Arr Aug 5 Geo Thomas, Amabury, Bi John, NB

Livenpool—Arr Aug 4 Thos H Perkins, Theobald, New

HENORY—In port Aug 5 Edward Everett, Gunby, for N York, reacy
Rimostows—Arr Aug 5 Geo Thomas, Amsbury, St. John, NB
Livempool—Air Aug 4 Thos H Perkins, Theobald, New Orlesne; 5th. American Union, Oils do; Southamptos, Austin, N York; Laconie, Niller, St. Andrews; Athlaste, Hamilton, Miramichi, Jupiter, Bayles, St. Stephas, 6th, Asia (s), Lott, NYork; City of Manchester (s), Philadel phia; Montevuma, Moaher Lancaster
Sid 4th St. Peter, Dillingham, Bath, 5th, Montreal, Snow, Virginia; Mary, Marshil, Boaton; New York; Pachet, Williams, Quebec; Dalotah, Smith, Valparaise; 6th, Chimborase, Glichrist, NYork; Empress, Ford, Olbralia; 7th, Ell Whitney, Nickerson, Portland.
Entd out 4th Roseina, Porter, New York; 5th, Marshon, Cyler do; J P Whitney, thitun, New Orlesas Faransk, Decan, Philadelphia; 7th, Europa (e), NYork Rover's Bride, Larkin, Pavannah
London—Entd it wards Aug 3 Geo Leslie, Sleepov, Matanzas; 6th Hickory, Potter, Magggusdavic; 5ta, Casharine, Humphrey, Calcutta; 7th, Ocean Queen, Griswold, Nyork (and entd out same day for Mauritius); London, Hubbard, do (and outwards 8th); Quickstep, Cook, do; Fanny Fern, Jordan, St. John, N6; Pioneer, Chillea, Akyab; Abby Brown, Brown, an Juan Cuba; Milwaukia, Soole, Quebec; Ontario, Holmes, do; S.h., Wabash, Hutchins, Hwanas
Entd out 4th, Lucy Sharp, Gibbs, St. John, NB; 5th, Pacific, Nelson, Harre and NYork (entd 4th for Harre only); Fanny, Smith, NYork; 7th, Gen Jones, Hodgdon, do. Cid out 4th, Penguin, Bill, Bermuda; Fleetwood, Dale, Boston (see Daal); 7th, Thos Church, Martin, Newcastle and New York
Lisson—Arr July 21 Pulaski, Montgomery, NYork and Genoa; 28th, Mimosa King, Port au Prince.
Lisson—Arr July 23 Geo Heary, Pendleton, London, Newcastle—Cid to Aug 4 Mangola, Haskeli, and Baltie, Murley, NYork.

MAITE—Arr July 24 Gaetaniba, Onarato, NYork, Oerroworth—Arr Aug 5 Northumberland, Spensa, London for Nyork (and proceeded).

ROTEROUTH—Arr Aug 1 Georgia Small, London, to load fer Bouton; Victoria Reed, Tarbox, do to load for New York; Bulldams, for NYork Richd A

York for Antwerp. San Sebastian—Arr July 28 Tres de Mayo, New Ork

SAN SEBASTIAN—Arr July 28 Tree de Mayo, New Orleans via Vigo.

STANLEY (Falkland Islands)—Arr April 21 Henry Temper, Peters, London for San Francisco (and sad 20th).

STOCKHOIM—CId July 28 Magda. O-terberg, "America."

TRIBSTE—Arr July 31 Nathan Hanau, New Orleans.

VENICE—Arr July 31 Kepler, Tucker, Richmond.

WARREN FOINT ROADS—Arr July 31 Mary Crocker, Crocker, Quebec; Aug 1, Actress, Cain, St John, NB.

LIVENPOOL, Aug 7, 12:45 PM—The Sarah Sands (s s) has healed over in the graving dock, and is full of water, the was righted 81b, at afternoon's tide, and got adoct The extent of the damage was not ascertained, but was apparently not serious.

Apparently not serious.)

Kirkwaii, July 31—The Am bark Francis and Louise, Davie, of and for New York, from Newcastle, (coale, paints, sode, glass, leed, &c) was stranded this morning, about half past one, near Lopness Sanday, during a very thick fog Ship will become a total wreck. The greater part of the cargo will be saved in a damaged state.

Stanier, Faikland Islands, May 24—The Am ship Courier has been wrecked on the SW coast of these islands; crew saved (Supposed to be the Courier, Borness, of and for New York, via Rio Janeiro, from San Francisco, Feb 9.)

Shields, Aug 7—The American ship Education of the same state of the same

York, is nearly ready for see, and will leave in a day or two.

SMYRNA, July 28—The United States corvette Levant left Youris on the 21st of July giving corvey to the American bark Fruiter, haves, for Boston, and several British vessels for British ports.

DEAL, Aug 5—The Cottou Planter, Ripley, from Sheddac, in long 42, lat 45, took off the captain and crew of the brig Archibald, from Sunderland, in a sinking state.

ANTWER, Aug 5—Out of 3,808 cases of brown supers, comprising the cargo of the American ship, J C Huzphrey, Merrill, recently arrived at this port from Havena, 1,200 boxes were found to be damaged The vessel has not yet been surveyed.

House Ports.

ALBANY—Arr Aug 19 sehr Vistage, Lovell Boston. Cld schrs John G Rotche, Dennis, NYOrk; Montano. West and Nimrod, West, Boston; Elmira Rogers, Spelman, Providence.

APfONAUG, (Warwick)—Arr Aug 15 schr Fakir, Rondout.

BALTIMORE—Arr Aug 18 barks Union. Kendrick.

APPONAUG, (Warwick)—Arr Aug 15 schr Fakir, Rossdout.

BALTIMORE—Arr Aug 18 barks Union, Kendrick, Boston; A G Hill, Curtis, Callac; brige Libetad (Fr.), Cambello St. Domingo; Thos Achorn, Hastings, Mobile; schrs Autumn, Hawkins, Wareham, Mass; Alice, Butles; Havans. Below Ketch Brothers, Cientuegoe. Gid barks Lawring. Kelly, Rio de Janeiro; Union, Clark, NYork; brig Elisha Doane, Bray, Boston; schrs Echo, Lawson, Rio de Janeiro and a market; Bucentaur, Parsons. Belfant, Me; M A Gould, Grant, Pourtsmouth, NH; Wide World Caks, NYork; Era, Chamberlain, Boston.

BOSTON—Arr Aug 19 U S steamer San Jacinto, Stribling, from Philadelphia for the Beltic, put in to repair machinery; brig A Dunbar, Atkins, Baltimore; bark Nashus, Lawis, Philadelphia. Cid O'cean Express, (new clipper, 2,000 tons,) Cunningham, Callac; bark Cossack (new clipper, 886 33-98ths tons,) Bullard, Australia Stanley (Br), Bell, Nassus, NP, via Calais; schr Homer

(new clipper, 586 33-98ths tons.) Bullard, Australias Stanley (Br.) Bell, Nassus, NP, via Calais; sehr Homer Anderson, Rondout.

Also cld steamships Granite State, Cobb, Baltimore City of Boston, Baker, Philadelphis; John S Harris Mack, Charleston, SC; barks Wyandotte, Borns, and Chester, Nickerson, Philadelphis; schrs S R Allen, Baker Richmond, Va; William Tyson, Nickerson, Baktmore Henry May, Stapleford, Wilmington, D; S A Roe, Studley and John R Mather, Nickerson, Philadelphis; Highlander Hinckley, Albany and Troy: Nelson Wells, Ryder: David Cox, Lynch; D S Ives, Snow, and Harriet Smith, Kelley NYork.

BANGOR—Arr Aug 17 brig Hampden, Pomroy, Philadelphia.

BaNGOR—Arr Aug 17 brig Hampden, Pomroy, Philadelphia.

BATH—Arr Aug 17, brig Monica, Rollins, Savannahe, BRETOL—Arr Aug 17 sloop Henry Gibbs, Crompton, NYork via Wairen. Sid schrs C W Holmes, Crawford, Philadelphia; Oregon, Wines, Rondout; Lady Adama, Davis, and Sylvester Gasner, Gleason, dosloops Viennas, Smith, and Motto, Pool, Rondout; Harvest, Corwin, NYork. Sid 18th schrs Majestic, Whittier, Philadelphia; Superb, Apleby, Rondout. In nort brigs A G Washourn, Johnson, dieg; Maria, Gage, log; California, West, why schrs Science. Gladding, do and W H Hazard, regg. CHARLESION—Sid Aug 16 barks Ammerland (Olden), Cherokee; schr Irent (Br), N W Smith.

BIGHTON—Arr Aug 18 schr Mary Johnson, Ballwin, Philadelphia.

EAST GEEENWICH—Sid Aug 17 schr Mary Miller,
Laws, Philadelphia.
FALL RIVER—Arr Aug 17, schra Jos Risley, Seaman,
Philadelphia; Ann Eliza B, Pabcock, do; Ellen, Swain,
do; Margaret Ann, Dickinson, do; John Jones, Smith, de;
Firza, Smith, and W P Corbitt, Hewitt, do; Iram Smith,
Crowell, Alexandria; 18th, Laura Jane, Vixon, Baltimore; sloop Jas Gorham, New York.
EASTPOET—Arr Aug 15, ship Golconda, Colburn, St
Stephens, NB, for Eogland. Eld 11th, schr Augustus,
Baltimore.

Stephens, NB, for England. Sid 11th, schr Augustus, Baitimere.

HAETFOED—Arr Aug 19, schrs Wm Mourey, Gilbert, Albany; Louiza Tucker, Miller, Philadelphia; Almedia Buell do, Admiral, Fibbles, Philadelphia, Sid 19th, steam schr Fences, schrs Challer, Nyork; Argo, Kelsey, NYork; Swan, Bacon, do Exile, Talmadge, NYork; steam schr Josephine, Grumbly, Philadelphia, Howe, Boston for Philadelphia; Leontine, Merryman, Portland for do; achrs Swan, Adams, Philadelphia; To Ralem; May, Benner, Boston for Philadelphia; Pheenix, McCalmon, o for do; Atlantic, Ewell, Quincy for do; Jana & Blins, 1 ichards, Calcia for do; Advance, Fogg, Lynn for do; tranger, Fisher, Sanawich for do; Mary Nowell, Perry, ofer Nbeliford; Wm S Brown, Holbrook, Rockland for Nyork. Sid schrs Jane & Ellis, Mary Nowell, Wm S Brown.

Nork. Sld schrs Janc & Flize, Mary Nowell, Wm S Brown.

Arr 17th brigs Richard, Bentley. NYork for Beston: Ins. Laucy, Philadelphia for Fortland; Canton, Kelley, Boston for Philadelphia; Kecka, Treat, Scarsport for Rich mend; schrs Henry Alfred, Strout, Rondout for Boston: Herietta, Risnchard, NYork for Gardiner; Mosson for Philadelphia; Steeben Taber, Tuttle, do for Baltimore; Cambridge, York, Portland for Philadelphia; Susan Ross, Harman, Frankfort for Nerfelik; sloop Alfred Hall, Tucker, NYork for Boston. English Scanton, Richard; schrs Swan, Mosse Brown.

Arr 18th brig Joseph Howe (Br.) Smith, Turks Islands. 3d inst for Beston; schrs ann E G Cattell, Williams, Philadelphia for Beston; t. & Kelley, Jordan, do for de; Sasan Baker, Gookin, do for Seco; Wm Henry, Thompson, for NYork; Abbathulle. Lincoln, Provincetown for Vicginia. Sld brigs Beaver, (for Bangor) Rush, Leonims, Kecka; schrs Mary, Phoenjix, Atlantic, Advance, Stranger, Stophen Taber, Cambridge, Sosan Ross, William Henry, Abbathulle.

Remains at 11 AM, wind NE—Brigs Ina, Brookline, Joseph Howe (Br.); schrs Henry Alfred, Henrietta, a E G. Cattell, Susan Esker, L. C Kelley; sloop Affred Hall.

NEW ORLEANS—Chi Ang U.; ships Serampore, Reed, Havre; Shamrock, Dosne, Liverpool; bark Funny, Smith, Leghors; sehr Star, Gammon, Kingston, No. serivals of consequence.

NEW HEIFFORD—Arr Aug 18, new ferry boat Union,

leghora, schr Star, Ganamon, Kingston, Noartivala er sobsequence. NEW BEIFFORD—Arr Aug 18, new ferry boat Union, Shepherd, NYorz, to Fairhaven Raifroad Company; sobset Marcy, Willis, Delawaze City; Hopeton, Barry, Pulla-delphia; Ellen Rodman, Oggood, NYork: Angel, Luco, Rondout. Sld brig Ogmans, Roed, Philadelphia; schra Augusta, Perry, NYork; Peerl, Kolley, Albany; Thosis Smith, Briggs, do. NEW LONDON—Arr Aug 18, sleop Scuator, Edsell, B. York. Eld 17th, brig Kossuth, Noasan, Philadelphia NEWPORT—Arr Aug 18, sleop Wellard, Care, New York.

Beston,
SALEM—thi Aug 18, schr Charles A Beckscher, 3 talm.
Philadelphia
Tal NTON—Sid Aug 10, schrz Sareius, Conk, I. 7, 7,

Feb 9.)

Summe, Aug 7.—The American ship Edward O'Bries
with general cargo and from 40 to 50 passengers, for B
York, is nearly ready for sea, and will leave in a day of

Philadelphia.

FAST GEEFNWICH-Sid Aug 17 schr Mary Miller,